AGENDA: April 13, 2004 **4.7**

CATEGORY: Consent

DEPT.: Public Works

TITLE: Shoreline Sailing Lake Water Supply, Project 04-18—Approve Engineering Design Service Contract

RECOMMENDATION

Authorize the City Manager to execute an engineering design services contract with Raines, Melton & Carella, Inc. (RMC) of San Jose, California, to provide design and environmental engineering services for Shoreline Sailing Lake Water Supply, Project 04-18, for a total fee not to exceed $459,000.

FISCAL IMPACT

Shoreline Sailing Lake Water Supply, Project 04-18, was approved as part of the 2003-04 Capital Improvement Program (CIP) with total funding of $500,000 from the Shoreline Community Fund. The engineering design services fee for the project includes basic services of $406,450, reimbursable expenses of $2,550 and additional services of $50,000, for a total not-to-exceed amount of $459,000. There are sufficient funds in the project budget for the design services contract.

BACKGROUND AND ANALYSIS

Project Background

Shoreline Sailing Lake receives water from south San Francisco Bay through Outer Charleston Slough (OCS) and Inner Charleston Slough (ICS) to the pump intake structure at the southwesterly end of the ICS. Tide gates were installed in 1998 to increase siltation in the ICS to enhance development of wetland vegetation and habitat as required under permit with the Bay Conservation and Development Commission (BCDC). While enhanced siltation is beneficial for the ICS, it is causing the main channel through the slough (approximately 7,000') to become constricted, resulting in reduced flow to the pump intake structure that supplies the Sailing Lake.

The City has implemented a short-term solution by dredging an area 40' around the intake structure, but BCDC and other regulatory permitting agencies indicate future approval to perform such work will become more difficult, if not impossible, once vegetation takes hold over the next three to four years. A permanent long-term solution must be found, designed,

permitted and constructed soon to ensure continual water supply to the lake. Otherwise, the health and, ultimately, the ability to sustain the Sailing Lake will be problematic.

Last year, as part of the Capital Improvement Program (CIP), the City Council toured the Inner and Outer Charleston Slough to review the environmental constraints and concerns confronting the City regarding the Sailing Lake water supply. Subsequently, the City Council approved the Shoreline Sailing Lake Water Supply, Project 04-18, with a budget of $500,000. The scope of work for this project will develop a viable engineering solution for the water supply and then proceed to detailed design and environmental clearance. Staff plans to review the preferred solutions with the City Council before proceeding to the detailed design and environmental clearance.

Engineering/Environmental Design Services Selection

The City's policy on selecting professional services involves sending a Request for Proposals (RFP) to firms considered competent to perform such services. Upon receipt of proposals from interested firms, the City selects a firm based on demonstrated competence and qualifications to perform the required services at a fair and reasonable price. State law specifically prohibits the selection of professional services for public works projects on the basis of low bid.

An RFP was issued in December 2003 for proposals to be submitted in January 2004. Four firms submitted proposals and, upon evaluation of those proposals, the four firms were subsequently interviewed in late February by Public Works staff. Raines, Melton & Carella, Inc. (RMC) was determined to be the best firm for this project. The proposed design fee is the result of negotiation between RMC and the City.

Project Schedule

The proposed project schedule calls for the preliminary design and environmental documentation to be complete this fall and final design by spring 2005. Construction should begin in summer 2005 and be complete by spring 2006, depending on the outcome of the environmental review and the requirements of the permitting agencies.

ALTERNATIVES

If the project does not proceed, staff will continue to maintain the existing channel by dredging as previously performed under BCDC and Army Corps of Engineers permits, but such permits may become impossible to obtain in a timely manner in the future and future viability of the lake may be at risk.

PUBLIC NOTICING—Agenda posting.

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